



STAFF REPORT ACTION REQUIRED

Greenmount Court at Greenmount Road – Proposed Stop Controls

Date:	August 8, 2008
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 5 – Etobicoke-Lakeshore
Reference Number:	p:\2008\Cluster B\TRA\EtobicokeYork\eycc080122-to

SUMMARY

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision.

The purpose of this report is to recommend the installation of westbound and eastbound stop controls on Greenmount Court at Greenmount Road. This intersection is currently uncontrolled and the proposed stop signs will enhance traffic management and safety at this intersection.

RECOMMENDATIONS

Transportation Services recommends that Etobicoke Community Council approve:

1. The installation of stop controls at the east and west approaches of the intersection of Greenmount Road at Greenmount Court.

Financial Impact

Type of Funding	Source of Funding	Amount
Available within current budget	Transportation Services Operating Budget	\$400.00

ISSUE BACKGROUND

Staff from Transportation Services received a request from the Roads Operations unit to investigate the feasibility of implementing stop controls on Greenmount Court at Greenmount Road. The Road Operations section had recently received a customer service request regarding missing stop controls at the intersection of Greenmount Road and Greenmount Court. The customer service request was initiated as a result of a motorist who was allegedly involved in a collision at this intersection.

A site investigation revealed that there was no evidence that stop controls existed at this intersection. A review of the traffic schedules confirmed that this intersection is currently uncontrolled. A map of the area is Attachment No. 1.

COMMENTS

Greenmount Road and Greenmount Court are both local roads located in the residential community north of Berry Road and east of Prince Edward Drive. Both roadways have rural cross-sections (i.e. no curbs or gutters). There are no sidewalks on either side of Greenmount Road or Greenmount Court. Greenmount Court intersects with Greenmount Road to form a four-leg type intersection.

The legal speed limit on both roadways is 40 km/h.

Since there are no traffic control devices at the intersection of Greenmount Road at Greenmount Court, right-of-way in the intersection is established by the right-of-way rule. The rule, as stated in section 135, sub-sections (2) and (3) of the Highway Traffic Act, is “every driver approaching an intersection shall yield the right-of-way to any vehicle in the intersection that has entered from an intersecting highway” and “when two vehicles enter the intersection from intersecting highways at approximately the same time, the driver on the left shall yield the right-of-way to the vehicle on the right”.

A recent traffic count conducted by staff at the intersection of Greenmount Road and Greenmount Court during peak traffic periods (7:00 a.m. – 9:00 a.m. and 4:00 p.m. – 6:00 p.m.) revealed relatively low traffic volumes (i.e. an average of 9 vehicles per hour) at the intersection. An average of two pedestrians per hour crossed the east and west approaches (Greenmount Court). No vehicular or pedestrian conflicts were observed.

A review of the Toronto Police Service collision records over a three-year period ending December 31, 2007, did not reveal any reported collisions for the subject intersection.

Transportation Services staff have evaluated this intersection against the criteria governing the installation of "Stop" signs which encompasses factors such as right-of-way conflicts, vehicular and pedestrian usage of the intersection, physical and geometric configuration, surrounding area traffic control and safety experience. We have concluded that the installation of a "Stop" sign for westbound and eastbound traffic will be of benefit at the intersection of Greenmount Road and Greenmount Court. Specifically, the installation of stop controls at this intersection would clearly establish right-of-way for vehicular traffic and would enhance traffic safety.

Based on the aforementioned, it is recommended that a stop control be installed for westbound and eastbound traffic on Greenmount Court at Greenmount Road.

CONTACT

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SIGNATURE

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ATTACHMENTS

Attachment No. 1: Map